

**REMARKS**

Claims 1-18 are pending. The Office Action dated May 10, 2006 in this Application has been carefully considered. The above amendments and the following remarks are presented in a sincere attempt to place this Application in condition for allowance. Claims 1, 6, 10, and 14 have been amended in this Response. Reconsideration and allowance are respectfully requested in light of the above amendments and following remarks for those Claims not in condition for allowance.

Claim 1-18 stand rejected under 35 U.S.C. §103(a) by U.S. Patent No. 6,847,889 to Park et al. ("Park") in view of U.S. Patent Application Publication No. 20020012386 to Shanbhag ("Shanbhag"). Insofar as they may be applied against the Claims, these rejections are traversed.

Rejected independent Claim 1 as now amended more particularly recites one of the distinguishing characteristics of the present invention, namely, "an in-vehicle processing unit to calculate alternate routes of vehicle travel around the traffic or environmental conditions in response to GPS coordinates of the vehicle and the traffic or environmental conditions." (Emphasis added.) Support for this Amendment can be found, among other places, in the Abstract and at page 4, line 25 to page 5, line 5, and Figure 2 of the original Application.

Regarding Claim 1, Park was cited as assertedly fully disclosing the following: an apparatus for navigating a vehicle, comprising (1) a Global Positioning System (GPS) receiver, wherein the GPS receiver at least determines GPS coordinates of the vehicle, (2) a Radio Frequency (RF) receiver, wherein the RF receiver is at least configured to receive a plurality of RF signals, wherein the plurality of RF signals are at least configured to contain GPS coordinates of traffic or environmental conditions and (3) a processing unit, wherein the processing unit is at least configured to receive the GPS coordinates of the vehicle and to calculate alternate routes of vehicle

travel around the traffic or environmental conditions in response to GPS coordinates of the vehicle and the traffic or environmental conditions.

Shanbhag was cited as assertedly fully disclosing a processor that comprises a decoder for decoding RF signals. The Examiner further stated that it would have been obvious to combine teaches of Park and Shanbhag in order to conserve memory space.

The proposed combination of Park and Shanbhag does not suggest, teach, or disclose an in-vehicle processing unit to calculate alternate routes of vehicle travel around the traffic or environmental conditions. Specifically, Park suggests, teaches, or discloses an information center that calculates an optimum route to the destination based on the internal map data and real-time traffic information and guides the mobile terminal to the optimum route over the wireless communication network (emphasis added, see column 6, lines 12-16). Thus, Park describes an information center that is separate from the mobile terminal. Further, it is the information center described by Park, not an in-vehicle processor, that calculates the optimum routes in contrast to the invention as recited in Claim 1.

Shanbhag also fails to suggest, teach, or disclose an in-vehicle processor to calculate alternate routes of vehicle travel. Instead, Shanbhag is generally directed toward the construction and transmission of binary quasi-orthogonal vectors (see the title). Otherwise, Shanbhag is silent regarding calculating alternate routes of vehicle travel. Accordingly, the proposed combination fails to disclose, teach, or even suggest each and every limitation of Claim 1 as is required for an obviousness rejection. Moreover, because Shanbhag is directed toward quasi-orthogonal vectors instead of calculating alternate traffic routes, one skilled in the art would have no motivation to combine Park and Shanbhag to produce the invention as recited in Claim 1.

In view of the foregoing, it is apparent that the cited reference does not disclose, teach or suggest the unique combination now recited in amended Claim 1. Applicants therefore submit that amended Claim 1 is clearly and precisely distinguishable over the cited references in a patentable sense, and is therefore allowable over these references and the remaining references of record. Accordingly, Applicants respectfully request that the rejection of amended Claim 1 under 35 U.S.C. § 103(a) be withdrawn and that Claim 1 be allowed.

Claims 2-5 depend on and further limit Claim 1. Hence, for at least the aforementioned reasons, these Claims should also be deemed to be in condition for allowance. Applicants respectfully request that the rejections of the dependent Claims 2-5 also be withdrawn.

Applicant(s) contend(s) that the rejection Claims 6-18 are overcome for at least some of the reasons that the rejection of Claim 1 as amended is overcome. These reasons include Park and Shanbhag not disclosing, teaching, or suggesting “an in-vehicle processing unit to calculate alternate routes of vehicle travel around the traffic or environmental conditions.” (Emphasis added.) Applicant(s) therefore respectfully submit(s) that amended Claims 6-18 are clearly and precisely distinguishable over the cited references in any combination.

Applicant has now made an earnest attempt to place this Application in condition for allowance. For the foregoing reasons and for other reasons clearly apparent, Applicant respectfully requests full allowance of Claims 1-18.

Applicant does not believe that any fees are due; however, in the event that any fees are due, the Commissioner is hereby authorized to charge any required fees due (other than issue fees), and to credit any overpayment made, in connection with the filing of this paper to Deposit Account No. 50-0605 of CARR LLP.

Should the Examiner deem that any further amendment is desirable to place this application in condition for allowance, the Examiner is invited to telephone the undersigned at the number listed below.

Respectfully submitted,

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